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A. S. WATSON & CO., LIMITED.

THE HONGKONG DISPENSARY.

Hongkong, 15th April, 1897. [22]

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The Daily Press.

HONGKONG, MAY 13th, 1897.

In an interesting letter which appeared in our columns a few days ago the Hon. W. MEIGH GOODMAN said he would be glad to see the statutory power possessed by Judges and Magistrates in this colony of examining an accused person used more frequently than at present. Practically the Acts conferring this power are a dead letter. The reason is, perhaps, not far to seek. If it is the Judge's duty to keep an open mind in the trial of a case, then it might be difficult to do if he entered upon an independent examination of a prisoner, in the position of counsel for the prosecution or the defence, as the case might be. In the former case the jury might be inclined to think that the prisoner was unfairly dealt with and acquit him on that ground, even though the evidence in itself were strong enough to convict. Whatever the reason, certain it is that Judges very seldom exercise the power conferred upon them, and on the rare occasions that they have done so their questions have been directed simply to clearing up some point of detail arising on the evidence already given and not to the obtaining of a full and complete statement from the prisoner. Even if the power were more extensively used it would be a poor substitute for the regular examination of the accused person as a witness by his own counsel and his cross-examination by the counsel for the Crown, as proposed by the Law of Evidence Bill now before the House of Commons. The second reading of that Bill was carried by 210 votes to 41, a majority of 169, so that there is little doubt this useful measure will at last be passed. In that case no time ought to be lost in bringing into force a similar amendment of the law in this colony, for, as Mr. GOODMAN says, it would facilitate the ascertainment of the truth, whether of guilt or innocence, and with Asiatic witnesses the difficulties in satisfactorily proving a case are often very great. The necessity for an amendment of the law is even greater here than in England.

In the debate which took place in the House of Commons on the second reading of the Law of Evidence Bill the argument was

all in favour of the measure. Several members opposed it, but their speeches are reported in the Times possess little or no substance. The only argument of any weight they advanced was that a nervous person taken out of the dock and placed in the witness box might, by reason of his nervousness not be able to give his evidence in a clear and connected manner and inferences to his disadvantage might be drawn from his confusion. We do not ourselves think that an innocent person would ever be prejudiced in that way, but even granting the possibility, the advantages and disadvantages on each side have to be weighed against each other, and the balance is decidedly in favour of the alteration of the existing law. Sir E. CLARKE made the strongest speech in favour of the Bill and gave instances from his own experience showing the absurdity and the danger of the existing law. One case he mentioned was that of a clergyman who was charged with committing a criminal offence in respect of some children. The only evidence that could have been called besides himself really was his wife, and she could not be called; he was convicted and sentenced to two years' imprisonment for each offence, the terms to be consecutive—that was to say, four years' imprisonment. He went to prison in November. The man from prison put before the Home Secretary reasons for his release. The Home Secretary declined to make any recommendation until the girls had been indicted for perjury. In the following April or May the girls were indicted for perjury. The jury found them guilty of perjury. Why? Because at that trial the man and his wife were the witnesses, and the girls who had given evidence at the previous trial could not be examined. The girls were convicted of perjury; the man was released from prison. He brought an action against his solicitor for want of care or judgment in defending him, but the question of his guilt or innocence was never tried in a case in which all persons could be heard. So it came about that the man was convicted of a shameful offence because his mouth and that of his wife were closed; the children were convicted because they could not be heard when a charge of perjury was brought against them; and if it was possible, said Sir EDWARD, under any system of law for so scandalous a thing as that to have taken place, surely it was time that some remedy should be applied. Other cases he mentioned were those in which persons who had been convicted of fraud subsequently proved their innocence when they appeared as witnesses in civil actions arising out of the same circumstances as those in connection with which they had been criminally convicted. Such cases as these show the importance of an innocent person accused of crime of being able to go into the witness-box and give evidence on his own behalf. As to guilty persons, Sir F. LOCKWOOD put the matter neatly in a single sentence. He was sure, he said, there was no hon. and learned member who had been in the habit of defending prisoners who did not remember how often he had appealed to justice as to the hardship "to his poor man who stands at the bar with his mouth closed" and all the time thanking his stars that he could not put him in the box. To the innocent the proposed amendment of the law will be an advantage; to the guilty it will be a disadvantage, but surely no one would contend that a state of the law which favours guilt should be maintained.

The D.D.R. steamer *Thelia*, from Hamburg, left Singapore yesterday and may be expected here on or about the 18th inst.

The P. M. steamer *China*, with mail, &c., which left Hongkong on the 13th April for San Francisco, via Shanghai, Nagasaki, Kobe, Yokohama, Yokohama, and Honolulu, arrived at her destination on the 10th inst.

A Government Gazette extraordinary was issued yesterday containing a notification appointing Mr. J. H. M. J. de Souza, Director of Public Works, to be the Water Authority under the Water Works Ordinance, 1890.

The Compagnie Nationale's steamer *Caution*, which came a few months ago at Saigon after starting a rock while leaving the port, has now been repaired, and is now at Saigon, where it is to be taken to Saigon for repair if the dock is at liberty; otherwise she will go to Singapore.

The Straits Times of the 6th May says: "The steamer *Tener* was released from quarantine this morning. It has been demonstrated to the satisfaction of the medical authorities that the steamer is free from all contagious diseases, and is now allowed to proceed to Swatow. The steamer is now at Swatow, where it is expected to be released next Tuesday."

"Anglo-Colonial" writes in the *Colonist and India*: "I have just heard, upon very good authority, that Sir Henry Blake is to succeed Sir John Lubbock as Governor of the Straits Settlements at an early date. It has for some time been rumoured that Sir Charles Mitchell would retire shortly, and there now appears to be a good opportunity of finding a suitable successor for Sir Henry Blake."

According to the *Semaphore* Colonists, the Saigon rice crop, which was believed to be an exceptional one and a third above the average, has been ruined by an ordinary one, and merchants who had entered into contracts on the basis of the earlier prospects now find it difficult to fulfil their engagements. Rice has fallen in price, and the market is now quiet. It is estimated that the crop will be worth, at the date of the paper from which we quote, 4th May, \$3.05. This increase, says our contemporary, if it does not mean rain, will at least involve many in heavy loss.

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NOTICE TO CONSIGNEES.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM SHANGHAI AND KOBE.

The Steamship

"GISELA,"

having arrived, Consignees of Cargo are hereby

informed that their Goods are being landed at

their risk into the Godowns of the Hongkong

and Kowloon Wharf and Godown Company,

Limited, whose delivery may be obtained.

No Claims will be admitted after the Goods

have left the Godowns, and all Claims

must be sent in to the Underwriters before

noon on the 17th instant, or they will not

be recognized.

No Fire Insurance has been effected, and any

Goods remaining in the Godowns after the

17th instant will be subject to risk.

Bills of Lading will be countersigned by

SANDER & CO.,

Agents.

Hongkong, 10th May, 1897.

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FROM CALCUTTA, PENANG, AND

SINGAPORE.

The Company's Steamship

"CHELYDRA,"

having arrived from the above ports, Consignees

of Cargo by her are hereby informed that their

Goods will be delivered from the Godowns

of the Hongkong and Kowloon Wharf and Godown

Company, Limited, at Kowloon, whose delivery may

be obtained immediately after landing.

Bills of Lading will be countersigned by the

Underwriters.

Goods remaining unclaimed after Tuesday,

the 18th inst., will be subject to rent and landing

charges.

All Claims must be sent in to me or before

Tuesday, the 18th inst., or they will not be

recognized.

All Damaged Packages will be examined on

Tuesday, the 18th inst., at 3 p.m.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,

Agent.

Hongkong, 11th May, 1897.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY,

LIMITED.

FOR SWATOW, AMOY, AND

TAMSAI.

The Company's Steamship

"HAIMUN,"

Captain Baidner, will be despatched for the

above ports TO-DAY, the 13th inst., at 4 p.m.

This Steamer has superior accommodation

for Passengers.

For Freight or Passage, apply to

DOUGLAS LARSEN & CO.,

General Managers.

Hongkong, 11th May, 1897.

THE CHINA AND MANILA STEAM-

SHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.

The Company's Steamship

"ZAPORO,"

Captain Coblen, will be despatched for the

above ports TO-DAY, the 13th inst., at 4 p.m.

This Steamer has superior accommodation

for Passengers.

For Freight or Passage, apply to

SANDER & CO.,

Agents.

Hongkong, 11th May, 1897.

AUSTRIAN LLOYD'S STEAM NAVI-

GATION COMPANY.

(Under Mail Contract with the

Austrian Government.)

STEAM TO SHANGHAI AND KOBE.

The Company's Steamship

"POSEIDON,"

Captain R. Mayer, will leave for the above

ports TO-MORROW, the 14th inst.

For Freight or Passage, apply to

SANDER & CO.,

Agents.

Hongkong, 8th May, 1897.

OCEAN STEAMSHIP COMPANY.

FOR HAMBURG AND LONDON

VIA SUEZ CANAL.

The Company's Steamship

"BARREDO,"

Captain Grier, will be despatched as above

on SATURDAY, the 15th inst., at Noon.

For Freight, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 13th May, 1897.

THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA,

INDIA, CHINA, EGYPT,

MEDITERRANEAN PORTS,

PLYMOUTH, AND

LONDON.

THROUGH THIS OFFICE LADIES ISSUED FOR

"BARBARA," "PRINCE OF WALES," "CONTINENTAL"

AND "AMERICAN PORTS."

The Steamship

"COROMANDEL,"

Captain F. H. Seymour, carrying Her

Majesty's Mail, will be despatched from this

Office for LONDON (via Bombay), on THURSDAY,

the 20th inst., at Noon, taking

Passengers and Cargo for the above Ports.

Bills and Valuations, all Cargo for France, and

Tea for London (under arrangement) will be

transhipped at Colombo into a steamer

conveying direct to Marseilles and London; other

cargo for London, &c., will be conveyed via

Bombay without transhipment.

Parcels will be received at this Office until

4 p.m. the day before sailing. The Contents and

Value of all Packages are required.

Shippers are particularly requested to note

the terms and conditions of the Company's Bills

of Lading.

For further Particulars, apply to

H. A. RITCHIE,

Superintendent.

Hongkong, 7th May, 1897.

FOR NEW YORK VIA SUEZ CANAL.

The Steamship

"ALADDIN,"

Captain Schmitt, will be despatched for the

above ports on or about the 22nd inst.

For Freight, apply to

SHEWAN TOMES & CO.,

Agents.

Hongkong, 8th May, 1897.

VESSELS ON THE BERTH.

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FOR TIENTSIN (DIRECT).

The Company's Steamship

"TAISANG,"

Captain Belp, will be despatched as above

on MONDAY, the 17th inst., at 4 p.m.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,

General Managers.

Hongkong, 1st May, 1897.

FOR SINGAPORE, HAVRE, AND

HAMBURG.

(Taking Cargo at through rates to ANTWERP,

AMSTERDAM, ROTTERDAM, LONDON, OXFORD,

LIVERPOOL, and BREMEN.)

The Steamship

"CERES,"

Captain Th. Forck, will be despatched for the

above ports on MONDAY, the 17th inst., at

4 p.m.

For Freight, apply to

SEMMSEN & CO.,

Agents.

Hongkong, 8th May, 1897.

CHINA NAVIGATION COMPANY,

LIMITED.

FOR YOKOHAMA AND KOBE.

The Company's Steamship

"TAIYUAN,"

Captain Moore, will be despatched as above

on TUESDAY, the 18th inst.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 13th May, 1897.

NIPPON YUSEN KAISHA.

JAPAN-AUSTRALIA LINE.

MONTHLY SERVICE

(UNDER MAIL CONTRACT).

FOR THURSDAY ISLAND, TOWNS,

VILLAGE, BRISBANE, SYDNEY,

AND MELBOURNE.

The Company's Steamship

"OMI MARU,"

Captain C. Young, will be despatched for the

above ports on FRIDAY, the 21st inst., at

4 p.m.

This Steamer is fitted with Superior Passen-

ger Accommodation and is lighted by Elec-

tricity throughout.

A daily qualified Doctor and a European

Stewardess are carried.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA,

Agents.

Hongkong, 14th May, 1897.

OCCIDENTAL AND ORIENTAL

STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS

TO JAPAN, THE UNITED

STATES,

MEXICO, CENTRAL AND SOUTH

AMERICA, AND EUROPE, VIA THE

OVERLAND RAILWAYS AND

ATLANTIC AND OTHER CONNECTING

STEAMERS.

VIA INLAND SEA OF JAPAN AND

HONOLULU.

Proposed sailings from Hongkong.

GAILIN (via Shanghai),

Nagasaki, Kobe, and Yokohama, Saturday, May 29,

1897, at DAYLIGHT.

Doric (via Shanghai),

Nagasaki, Kobe, and Yokohama, Tuesday, June 15,

1897, at Noon.

Beck (via Shanghai),

Nagasaki, Kobe, and Yokohama, Tuesday, July 13,

1897, at Noon.

Hondol (via

Shanghai), Nagasaki, Kobe, and Yokohama, at Noon.

The Company's Steamship "GAILIN"

will be despatched for SAN FRANCISCO,

via SHANGHAI, NAGASAKI, KOBE,

INLAND SEA, YOKOHAMA, AND

HONOLULU on SATURDAY, the 29th

May, 1897, at DAYLIGHT.

Steamers of this line pass through the IN-

LAND SEA OF JAPAN and call at HONO-

LULU and passengers are allowed to break

their journey at any point en route.

Through Passenger Tickets granted to Eng-

land, France, and Germany by rail trans-Atlantic

line of Steamers, and to the principal cities of

the United States or Canada. Rates and parti-

culars of the various Routes may be obtained

upon application.

Special rates (first class only) are granted to

Missionaries, members of the Naval, Military,

Diplomatic, and Civil Services, to European

officials in service of China and Japan, and to

Government officials and their families.

Passengers who have paid full fare, re-embar-

king at San Francisco for China or Japan (or

vice versa) within one year, will be allowed dis-

count of 10 per cent. This allowance does not

apply to through fares from China and Japan to

Europe.

All PARCELS PACKAGES should be marked to

address in full, and sums will be received at the

Company's Office until 5 p.m. the day pre-

vious to sailing.

Consular Invoices to accompany Cargo des-

tined to points beyond San Francisco in the

United States should be sent to the Company's

Office, addressed to the Collector of Customs,

San Francisco.

For further information as to Freight or

Passage apply to the Agency of the Company,

No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 12th May, 1897.

THE NEW A.L. British Ship

"OLAN, MACKENZIE,"

Captain Lewis, shortly expected from Shang-

hai, will be despatched for the above port and will

have quick despatch.

For Freight, apply to

ARNOLD, KARBURG & CO.,

Agents.

Hongkong, 4th May, 1897.

FOR SAN FRANCISCO.

The 100 A.L. British Ship

"FALLS OF DER,"

Look, Master, will leave for the above port

and will have quick despatch.

For Freight, apply to

SHEWAN TOMES & CO.,

Agents.

Hongkong, 4th February, 1897.

VESSELS ADVERTISED AS LOADING.

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON.	Spectra	Brit. str.	John, R.N.	P. & O. S. N. Co.	About 27th inst.
LONDON.	Coromandel	Brit. str.	Seiverson	P. & O. S. N. Co.	About 27th inst.
LONDON.	Aden	Brit. str.	John, R.N.	P. & O. S. N. Co.	About 27th inst.
LONDON.	Prins Heinrich	Brit. str.	John, R.N.	P. & O. S. N. Co.	About 27th inst.
LONDON.	Prins Heinrich	Brit. str.	John, R.N.	P. & O. S. N. Co.	About 27th inst.
LONDON.	Prins Heinrich	Brit. str.	John, R.N.	P. & O. S. N. Co.	About 27th inst.
LONDON.	Prins Heinrich	Brit. str.	John, R.N.	P. & O. S. N. Co.	About 27th inst.
LONDON.	Prins Heinrich	Brit. str.	John, R.N.	P. & O. S. N. Co.	About 27th inst.
LONDON.	Prins Heinrich	Brit. str.	John, R.N.	P. & O. S. N. Co.	About 27th inst.
LONDON.	Prins Heinrich	Brit. str.	John, R.N.	P. & O. S. N. Co.	About 27th inst.

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR

YOKOHAMA, VIA SHANGHAI.

YOKOHAMA, VIA SHANGHAI.

YOKOHAMA, VIA SHANGHAI.

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